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Manager.

Kowloon, 26th March, 1912.

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supply for Cash. Telegraphic Address: PARS. Order A.B.O. 5th Ed. Lumber. P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEUX ROAD. LONDON OFFICE: 131, FLEET STREET. E.C.

**The Daily Press.**

HONGKONG, MARCH 27TH, 1912.

ADVANTAGE was taken by the American newspapers of Manila, on the occasion of the recent visit of the Cleveland's five hundred tourists to that city, to present "a few vital facts" regarding the Philippine Archipelago, which the visitors might "take away with them, and think over and pass on to their friends." The people of Manila never miss an opportunity of proclaiming the almost unlimited possibilities of the islands, and the need of American capital to develop the country. Although capital has not flowed into the country from the United States to anything like the extent expected, there is not much room for complaint regarding the development of the foreign trade of the country. For the last fifteen years of Spanish rule the foreign trade of the Philippines averaged \$25,000,000 a year. Last year that trade was valued at close on \$90,000,000. When it is borne in mind that only about three millions out of the sixty-seven millions of acres of land in the territory are under cultivation, the enormous possibilities of the islands can be imagined. "With the nucleus of the trade of eight million people, Manila," says the *Cable News-American*, "has a geographical position which, if taken advantage of to the fullest possible extent, would place within her sphere of influence the rapidly developing trade of uncounted millions of Asiatic people. The fields of these islands could supply the United States with the \$600,000,000.00 worth of tropical products which she imports at present from

foreign countries and would furnish a reciprocal trade of an equal amount." We do not doubt that this is possible, and it is certainly probable that the trade with America, facilitated as it now is by duties ranging from 15 to 50 per cent. against foreign imports, will continue to develop rapidly. But the American capitalist is not prepared to invest largely without the assurance of a permanent political status for the islands as an American possession. When the United States took possession of the archipelago, it was with no idea of holding it. Five years later, however, Mr. Roosevelt declared in a Message to Congress that "the Philippine people at present are utterly incapable of existing in independence at all, or of building up a civilization." He went on to say: "I firmly believe we can help them to rise higher and higher in the scale of civilization and of capacity for self-government, and most earnestly hope that in the end they will be able to stand, if not entirely alone, yet in some such relation to the United States as Cuba now stands." Mr. Taft in a speech at Boston just before his election to the Presidency, expressed the opinion that the Philippines would not be fit for self-government for one or two generations. And Mr. Taft spoke as one familiar with the islands, for he was the first civil administrator of the Philippines. Yet it was not long ago that the Democrats in Manila were passing resolutions condemning the President's "uncertain and equivocal" attitude, and demanding that independence be granted "as soon as possible." That is precisely the policy to which successive Governments of the United States have pledged themselves. What is needed is that a date shall be definitely fixed inside of which independence shall not be conceded. A telegram appearing in another column gives the information that Mr. W. A. Jones, Chairman of the House Committee on Insular Affairs, has introduced a Committee Bill which among other things provides for the complete withdrawal of the United States and the independence of the islands in 1920—eight years hence. If that Bill becomes law—a very unlikely event, we imagine—is it likely that American capitalists would show any eagerness to invest largely in the Philippines? We do not think so, though it appears to be the opinion of the Manila Democrats that with independence definitely guaranteed, American capital would flow into the country much more freely than under the uncertain conditions now existing. In our opinion this is an idle dream. The best hopes for the development of the Philippine Islands lie in a definite pronouncement that the United States will not consider the question of granting the Philippine Islands political independence for at least a quarter of a century.

A case of plague was reported from Tung Shin Lane yesterday.

For stealing a pair of trousers from a Filipino cabin boy on board a steamer lying in dock at Taikoo a Chinese was yesterday sentenced to three weeks' imprisonment.

The audience which attended the Theatre last night to witness the second last performance of "The Gondoliers" was a splendid tribute to the success which the members of the Club have achieved since their opening night. Every part had been improved, and there was an entire absence of nervousness on the part of the performers. Miss Gordon, who filled the rôle of Tessa, was suffering from a sprained ankle, and her pluck in going through the part was highly commendable.

The distribution of prizes won at the South China United Services Rifle Meeting, arranged for yesterday afternoon, had to be abandoned on account of the torrential downpour of rain. The prizes will be sent to each unit to be handed over to the winners. It is unfortunate that the meeting should not have been concluded with the ceremonial event, as it was perhaps the most successful since its inauguration. No fewer than 28 cups, 19 watches, and 6 pairs of binoculars were presented by local residents as prizes.

An interesting case came before Mr. Melbourne yesterday when a Chinese rent collector was summoned for having failed to stamp a receipt for money received over \$10. Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared in support of the summons, and Mr. Stevenson, of Messrs. Deacon, Looker & Deacon, appeared for the defendant. Mr. Stevenson argued that the payment in this instance was only a payment on account and a stamp was not needed until the payment was completed. His Worship found that the receipt was for the payment of money and required a stamp. He convicted the defendant, but dismissed him with a caution. His Worship agreed to state a case.

At the Magistracy yesterday Mr. Irving sentenced a police informer to three months' imprisonment for having secreted opium on a junk and then laid information against the owner.

A Chinese sentenced to three weeks' imprisonment for the theft of a spade belonging to the Electric Tramway Company said that he stole the spade because his master was not looking.

His Excellency Rear-Admiral Colloch de Kerillis, of the French cruiser *Dupleix*, paid an official call upon H.E. the Officer Administering the Government yesterday. A salute of 13 guns was fired from the shore battery as His Excellency landed, and a guard of honour consisting of 2 officers and 60 rank and file was provided by the 25th Punjab. The Band of the Regiment played the French National Anthem as the Admiral stepped ashore. His Excellency was received by Capt. Taylor, A.D.C., and M. Paillard, the French Consul, and after inspecting the guard proceeded to Government House.

Yesterday Mrs. Allen, residing at Wanchai, summoned her husband, F. C. Allen, an assistant in the employ of the Kowloon Godown Company, for maintenance. Mr. Walker, who appeared for complainant, said that the case was in the hands of Mr. Shenton, and he applied for an adjournment for a week. Defendant said he had only been served with the summons the night before, and he had had no time to consult his solicitor. He was going to Canton next day and would be back on Monday. Defendant, in reply to his Worship, said he was a native of Trinidad. The hearing was adjourned for a week.

## "TRUTH" ON SIR HENRY MAY'S PROMOTION

The latest number of *Truth* contains the following comment on Sir Henry May's appointment to the Governorship of Hongkong:—The appointment of Sir Francis May to be Governor of Hongkong is being much criticised in the Colonial Service, for he was only promoted from Colonial Secretary to be Governor of the Fiji Islands in January, 1911, and it is contrary to all precedent to transfer so junior a Governor to a first-class Governorship like that of Hongkong, which is worth \$6,000 a year, until he has served his apprenticeship in less important posts. There is nothing to be said against Sir Francis May, but there are many Governors in the West Indies, and on the West Coasts of Africa, who have much longer service than he has, and who on their public form ought to have had the offer of Hongkong before him. It is surprising that Mr. Harcourt should have sanctioned the appointment.

## BILLIARDS.

The B.A. Staff and the Hongkong Volunteers commenced play in the second round of the Soldiers' Club Billiard Tournament on Monday evening. The first game was won by the Staff by 47 points, Master Gunner Muir being the victor, his opponent being Pte. Hamilton, Muir making breaks of 14, 11, 13, 16, 30 and 18. Hamilton compiling 15, 10 (twice), 11 and 16. The second game, between Major Kirke, R.A., and Mr. Barlow, ended in a win for the latter, who beat his rival by 124. Barlow was in great form and scored very rapidly, making 16 (twice), 20, 23, 21, 14 and 13. Major Kirke had very hard luck, his best efforts being 18 and two 10's. The Volunteers on the night's play have a lead of 77 points. Scores:—Master Gunner Muir ..... 250 Pte. Hamilton ..... 203 Mr. Barlow ..... 250 Major Kirke ..... 128

## THE CHINESE CUSTOMS SERVICE.

## APPOINTMENTS AND TRANSFERS.

The following service movements have been gazetted:—Mr. E. O. Reis, Commissioner, on return from leave, is appointed to Newchwang in succession to Mr. Lowder. Mr. F. Carl, Commissioner, on return from the Hague, where he was a member of the Opium Commission, is appointed to Hankow in succession to Mr. Sugden. Mr. F. Meyer, Commissioner, is transferred from Wuhu to Chefoo, where he succeeds Mr. Unwin, who goes home on leave. Mr. Kurosawa, Commissioner, returning from leave, is appointed to Soochow in succession to Mr. Frank Smith, who goes on leave. Mr. A. W. Cross, from Wuchow, to Shanghai as Deputy Commissioner in succession to Mr. H. R. H. Wade, who goes home on leave. Mr. McAllum, on return from leave, is appointed Acting Commissioner at Shashi in succession to Mr. Moule, who goes home on leave.

## BUSINESS CONDITIONS IN THE UNITED STATES.

WASHINGTON, March 26th. The report of the comptroller of the treasury for the year 1911, which has just been submitted to Congress, shows that with the exception of New York State, business conditions throughout the country are exceptionally dull. New York city and State show a decided improvement over previous years, the clearing house reports of the city being generally higher and all other business indications more favourable. No reason is assigned for the depression in other parts of the country.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE COAL STRIKE.

## GROWING DISTRESS.

LONDON, March 26th. The Coal Bill has been postponed. Up to the present there is no sign of the success of the negotiations.

LATER.

The negotiations have been adjourned until to-morrow. Some 12,000 men in Scotland and in South Wales, forcing the hands of their leaders, resumed to-day. The collieries in North Wales have posted notices inviting the men to return to work and granting them the minimum wage.

LATER.

It is stated that the attitude of the owners is threatening. There is a belief that the strike will collapse in a fortnight, but a miners' leader, on being interviewed, said he believed that the strike would end at the earliest in three weeks and at the latest in six weeks. All depended on the action of the district committees which the Government proposed to establish.

In Scotland 1,000 miners, in North Wales 600 and in Warwickshire 400 resumed work yesterday.

Coal rose 5/- a ton yesterday when it was estimated that 37,000 were added to the number of the unemployed throughout the country. The demand for prompt Government action is becoming more insistent, though it is argued from opposing standpoints. A section of Conservatives believe that half of the strikers would return to work if they dared and urge the despatch of troops and the proclamation of martial law in the coalfields. A section of the Radicals insist upon the inclusion of the 5/- and the 2/- minima in the Miners' Minimum Wage Bill.

"MORE IRRECONCILABLE THAN" EVER.

The *Times* dwells on the determination of the strikers and the terrible consequences of using force, pointing out that the leaders have returned to London from visits to the districts more irreconcilable than ever, and that it is the duty of the Government not to spare any efforts to secure a settlement by consent. It understands that it is the policy of the Government to pass the Bill and ascertain its effect before introducing further measures.

## PHILANTHROPIC SOUP.

The stories of distress are becoming more poignant. A third of the population at Ilkeston is existing on philanthropic soup. This is almost typical of the sufferings in industrial centres such as Middlesbrough, where 25,000 ironworkers are idle. Children are described as fainting from hunger in the streets and others have been in bed for weeks because they have no clothes. A sad feature is the number of better class people among the hunger queues. South Wales is described as threatening to become divided into two new classes, givers and receivers of relief. The West Yorkshire coal-owners have contributed 1,000 guineas to relieve the distress in Yorkshire. In contrast to the poverty is the fact that one colliery in Yorkshire estimates that a quarter of a million sterling has been made by selling the reserve stock at present prices.

LATER.

The prospect last night was blacker than ever. The Conference between owners and men, of which so much was expected, was not held. Mr. Asquith and his colleagues conferred with the owners and two of the Miners' Executive for four hours, but failed to bring them together.

## THE MINIMUM WAGE BILL.

Mr. McKenna announced in the House of Commons that it was hoped to take the Minimum Wage Bill to-day and to suspend the eleven o'clock rule if necessary. It is however thought likely that the Bill will be postponed as the Conference arranged by the Government with both sides are likely to be prolonged.

## NEW RUSSIAN MINISTER TO PEKING.

LONDON, March 26th. Reuter's correspondent at St. Petersburg telegraphs that Mr. Kerostovetz, Russian Minister to Morocco, and M. Krupensky, Councillor to the Russian Embassy at Vienna, has been appointed Minister to Peking.

## MARRIAGE OF BRITISHERS IN JAPAN.

LONDON, March 26th. The House of Lords passed the second reading of a Bill validating the marriage of Britishers contracted in Japan after 10th July, 1899, which would have been valid if contracted before that date. It settles the doubts that have arisen that the surrender of extrajurisdictionality imperilled their validity.

[THROUGH REUTER'S AGENCY.]

## THE LINCOLNSHIRE HANDICAP.

LONDON, March 26th. The probable starters are:—Hornet's Beauty, Winter; Mercutio, Trigg; Long, Set, Higgs; Great Surprise, Clark; Cigar, Huxley; My Collar, Fox; Moscato, Martin; Shanballymore, Drake; Sobieski, Balufka; Uncle Pat, Whalley; Cinderello, Pullin; Hayden, Ringstead, Toiler, R. Stokes; Ben Alder, Beaver; Spiked, Shanahan; Fairy Maid, Tolly; Warfare, Longhurst.

The trainer states that he discovered last evening that Hornet's Beauty was lame in the off shoulder, but a big effort will be made to get the gelding to the post.

LATER.

At midnight the betting was:—10 to 3 against Warfare, 9 to 2 against Hornet's Beauty, 200 to 17 against Long Set, 100 to 7 against Sobieski, 15 to 1 against Mercutio, 20 to 1 against Moscato, 28 to 1 against Surprise, 100 to 3 against Toiler and Cinderello.

## THE WESTRALIAN TYPHOON.

LONDON, March 26th. A heavy death roll has resulted from the West Australian typhoon. The coastal steamer *Koombana*, with 80 passengers, is overdue, and the steamer *Broome* from Port Hedland was five days on a voyage which is usually accomplished in one day.

## SENSATIONAL AFFAIR IN FRANCE.

LONDON, March 26th.

A sensational affair is reported from Chantilly. Six desperadoes killed a chauffeur on the Montgeron Road and seizing the motor car drove to Chantilly. Four men entered a bank, killed the cashier, shot two clerks, and seized forty thousand francs, the fifth guarding the door, while the sixth remained in the car. All the men disappeared in the direction of Paris, firing at their pursuers. The desperadoes abandoned the car at Asnières.

LATER.

A panic has been created in Paris by the sensational affair at Chantilly, which is culminating in a series of automobile outrages by a gang of anarchists whom the entire French detective force have been fruitlessly hunting for three months. All the stations in the suburbs are full of troops and police.

The Government to-day will introduce a Bill to establish a police automobile corps.

## THE "SYNDICALIST" PROSECUTION.

LONDON, March 26th.

Replying to the attacks made by Mr. J. C. Wedgwood, Liberal M.P., and Mr. Lansbury, Labour M.P., in reference to the prosecution of the *Syndicalist*, Sir Rufus Isaacs vigorously defended the action and denounced the wicked and dishonest statements of those who were saying that the soldiers would be required to fire upon persons who were doing no wrong. In the event of rioting with which the police were unable to deal the only alternative to the use of the military was anarchy. He was entirely unrepentant, but if a petition were presented showing that the accused acted in ignorance he would be inclined to recommend the reduction of the sentences.

## GERMAN NAVAL PROGRAMME.

LONDON, March 26th.

In discussing the German naval programme a naval correspondent of *The Times* thinks that it is hardly likely that the British programme of four Dreadnoughts for the coming year will be enlarged, but more men and more money will undoubtedly be required, because the new German scheme automatically involves a larger programme within the next few years than was contemplated when the British estimates were framed.

## THE KAISER IN ITALY.

LONDON, March 26th.

Reuter's correspondent at Venice telegraphs that there was a most enthusiastic scene when King Emmanuel boarded the German Imperial yacht, the *Hohenzollern*, and greeted the Kaiser and the Imperial party.

## INTERNATIONAL RUGBY.

LONDON, March 26th. In the international rugby match at Newport between Wales and France the former won by 14 points to 8.

[FROM THE MANILA "CABLE NEWS"]

## THE INDEPENDENCE OF THE PHILIPPINES.

WASHINGTON, March 21. Chairman Jones of the House Committee on Insular Affairs, has introduced a committee bill seeking the abolition of the Philippine Commission, the substitution of an elective Assembly and Senate and until the year 1920, when the bill provides for the complete withdrawal of the United States and the independence of the islands, an appointive President, instead of a Governor General.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

March 25th.

## HELP FROM THE STRAITS SETTLEMENTS.

Tang Show Nam and Leung Mut Um, two wealthy Chinamen from the Straits Settlements who have materially helped in the organisation and financing of the Revolution, are now on a visit to Canton to see the state of the City. They were enthusiastically received, and a large meeting was held in the East Gardens on the bund to receive them and thank them for their zeal and for the large sums of money they have given, as donations at different times. They were also entertained to a dinner, where they stated that they were still willing to lend their aid.

## NEWSPAPERS SUPPRESSED.

Two other newspapers, the *Kung In* and the *Toi Shang*, have also been ordered to cease publication for printing statements about Chan Kwing Ming, and editors are warned that any repetition of this will be treated as a very serious offence.

## LOOTING IN THE VILLAGES.

The village of Sze Que, on the delta, has been completely looted by robbers and pirates. In broad daylight some time ago they made a raid and practically took everything of value in the place. A person who visited there lately informs me that business is completely at a standstill and many of the people with money have left the place. Also the village of Pong Wu has suffered in the same manner. Twice within the last fortnight robbers have attacked the place and made off with a considerable amount of booty. Here there was a good deal of fighting and a number of houses have been burnt to the ground.

## ENCOURAGEMENT FOR MR. CHAN.

Chan Kwing Ming has just received a telegram from Sun Yat Sen stating that in the North they know perfectly well that the late trouble was caused simply by Wong Wo Shun and thanking him for the measures taken to suppress the rising, hoping that he will be entirely successful and recommending strong measures. This has been published in all the papers and ought to help Mr. Chan a little in his unenviable job. So far there has been no news of the new Governor who was appointed to take Mr. Chan's place, and just now it looks as if he were not going to come after all. There has been so much talk of the Governor's resignation that this seems more than strange. It is essentially a Chinese way of doing things and some people are of opinion that Mr. Chan never meant to resign at all.

## REMOVALS.

Just now, presumably, on the approach of Ching Ming Festival, there have been processions out to a hill called Wong Fa Kong, where those Revolutionists who were killed in the trouble last April are buried. A contractor has been engaged to renovate the place and a monument is to be erected soon.

## NATIVE BANK NOTES.

There has been some trouble between the Pork Guild, which comprises all the butchers in Canton, and the Government over the Guild's refusal to accept notes except at a considerable discount. At present matters are at a dead-lock, and the butchers have threatened to shut up unless they get their way. In many places in the city notes are not accepted too freely and the Government would be well advised to take this matter up at once.

## SHAMEN.

A splendid concert was given to the residents of Shamen by the "Sociedade Philarmónica" of Hongkong, assisted by other Portuguese artists, in the Club Theatre at the invitation of the Portuguese Community on Saturday night. A well-filled house greeted the performers and showed their appreciation of the several numbers by hearty applause. Selections from "Tannhauser," "Faust," "William Tell" and the "Bohemian Girl" were the orchestra's part of the programme. All were excellently rendered, and Prof. Gonzales is to be congratulated on the fine performance of these by no means easy pieces. Prof. Gonzales also obliged with violin solos, which showed him to be a master of the art. Prof. Emilio Danenberg's pianoforte solos were beautifully rendered and were received with an enthusiasm which they well deserved. Miss Camilla Castro and Miss Lilia Rodriguez sang very well and each was recalled, while Miss Esther Xavier played selections from "Rigoletto" on the piano in a splendid manner.

## THE TROOPS.

The Company of the R.O.Y.L.I. stationed at present in Shamen has orders to leave on Tuesday, as also the men of the R.G.A. This will make a big difference in the island and for a time the place will doubtless seem strange.



## SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

March 24th.

## THE SITUATION IN SWATOW.

Things have got a little easier here during the past week, and the recrudescence of fighting, which at one time seemed imminent, has not materialized. It is understood that peace negotiations are now proceeding, and the Mr. Woo, who was to have come up from Canton to restore order with a strong hand, has not yet appeared, but is, presumably, waiting to see what the outcome of the negotiations will be. At the same time, Lim Che Chen declares that he has no intention of staying here, but is moving on as soon as his preparations are complete. Mr. Gow, the Director of the Swatow Waterworks, is treating with him, and as Lim must by now realize how impossible is his position here (none of his Hakka soldiers dare venture out by night), there is reason to hope that he and Gow will be able to agree on a price for his departure. Lim brought 200 more men in from Swatow on Friday, with 100 cases of ammunition; this does not look as though he were going to move on too easily, but most likely he is simply trying to force up the price.

## RUMOURS AND DISORDERS.

After their victory over Chen Hong O's troops, Lim's men proceeded to visit many of the prosperous places of business, on the pretence of searching for concealed arms, and loot them. As a protest and precaution against this, the merchants of the town have all closed their shops, and business has now been suspended for a week, in spite of all that Lim and the Chamber of Commerce can do. There was a persistent rumour at the beginning of the week that Lim was going to burn down all the shops that remained closed; this yarn was afterwards elaborated, and Lim was then accused of planning to reduce the whole town to a heap of ashes. It would have been thought that so absurd a fiction would carry its own condemnation with it, for even Lim would scarcely be so foolish as to destroy a town that may be worth \$100,000 to him. However, it did gain some credence among the Chinese, and large numbers have left during the week, either for Hongkong or for the southern (Kakchich) side of the harbour. Certainly they have some ground for alarm, for Lim's men seem quite out of hand, and though a holocaust of the town is not in the least probable, individual acts of looting are numerous, and only yesterday a shop was deliberately burnt down, for no better reason than that the corpse of one of the Hakka soldiers was found outside it.

There has been no further fighting here, but we experienced a noisy quarter of an hour on Wednesday night, and it seemed as though another battle was commencing. Heavy firing broke out at about 9.30 at the barracks of Lim's men, and continued for some considerable time, spreading along the road until it seemed as though an attempt was being made to expel the Hakkas. Then it stopped as suddenly as it began, and the next day the explanation appeared. One of the men, coming back from a good dinner, had given the wrong pass-word at the barracks gate. The guard immediately fired; the other soldiers heard the shots, and, thinking they were being attacked, fired too. No one saw anything to aim at, but that did not trouble them, and they fired all the more vigorously for it. Soldiers stationed at other places round loosed off in the same wild way, and before word could be spread that it was all a mistake, a vast quantity of ammunition had been squandered. Fortunately, no damage was done, but incidents of this sort do not tend to make Lim's men pleasant neighbours.

## FIGHTING AT CHAOWOH.

The scattered remnants of Chen Hong O's men (he himself has not been found: it is said he has got away to Canton) tried to retrieve their laurels at Chaowoh. There were none of Lim's troops there, only the forces of the Mr. Chang who originally set himself up in opposition to Mr. Goe in the early days of the Revolution. Chang himself is in Canton, and when the struggle between Lim and Chen started, his men sat on the fence: they were going to act only in the interests of law and order, and would remain strictly neutral. With Lim's victory, their doubts vanished, and they threw in their lot with him, but they have paid for it now. They were taken quite by surprise on Wednesday last, and utterly defeated, with, it is said, 200 casualties. As they were poorly supplied with arms of a modern type, and had practically no ammunition, their defeat does not imply much prowess on the part of Chen's men.

Since the fight at Chaowoh, the telegraph line from there has been severed, so telegraphic communication from Swatow in every direction is now cut off entirely, thus emphasizing once more the crying need here for a reliable cable. The Swatow-Chaowoh Railway, too, has been destroyed, and will not be in working order again for many a long day. Not only have the rails been removed, but the sleepers even have been taken up and burnt.

## SAD DROWNING ACCIDENT.

On Monday evening, a party of men from H.M.S. *Janus* were returning to the ship, but there was a heavy sea running, and as the boat got alongside, the ship, which was then lying broadside on to the waves, in the act of swinging round to the flood, rolled suddenly. The gangway struck the side of the boat, which was overturned. Twelve of the men who were in it got safely on board, but, in spite of everything that could be done, no trace of the thirteenth could be discovered. The body has not yet been found. The sad incident has evoked much sympathy here.

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon. The President, Mr. E. D. C. Wolfe, presided, and there were also present:—Hon. Mr. W. Chatham (Vice-President), Colonel Irwin, Dr. Clark (Medical Officer), Dr. Fitzwilliams, Messrs. F. B. L. Bowley, Ng Hon Tsz, and Mr. Bowen-Rowlands (Secretary).

## POKFULAN WATER SUPPLY.

A letter was received from the Colonial Secretary, forwarding a copy of a minute by the First Assistant Director of Public Works, who stated that owing to the favourable conditions prevailing through the present dry season, the supply from Pinewood Nullah, which was the intake referred to, had been discontinued. As it would not be possible to dispose of that source of supply during most of the dry season, works which were intended to remove all possible risk of contamination owing to the presence of Pinewood battery were at present in course of construction. No washing was allowed by the Military authorities, nor was there any trace of washing being done in the stream course. The deposit of building rubbish was tidied by the Military authorities, and only clean building rubbish was deposited occasionally. That could not be said to contaminate the supply. The Military authorities must have somewhere to deposit such material. The existing railings on the path leading from Craig Rynie to the Peak Road had been filled in with one inch barbed wire netting, and a gate erected across the path. There was a barbed wire fence on the west side of the path leading to the parade ground, from the Peak Road, but there was no gate on that path. The railing near the Umbrella seat had been erected. The stream on the N.E. side of the parade ground had been trained, but not the stream running between the parade ground and Craig Rynie.

Mr. Bowley minuted that rubbish was still being deposited, and that some of it looked very unsavoury, and the path from the Peak Road to the parade ground was apparently used as a store for broken stones. The wire netting and the railing as now fixed did not comply with the Select Committee's recommendations, and did not, in his opinion, serve any useful purpose. He suggested that the Select Committee might invite the Principal Military Medical Officer to make a joint inspection and report to the Board whether in their opinion the recommendations of the Committee had been adequately carried out.

Mr. Bowley—I should like to ask you, sir, whether you are agreeable to adopting the suggestion I have put forward that the Select Committee invite the Principal Medical Officer to inspect the place in question and see whether their recommendations have been adequately carried out.

The President—You mean the committee which originally made the investigation?

Mr. Bowley—Yes.

The President—Is the Principal Medical Officer in favour of joining the committee?

Colonel Irwin—Certainly.

The President—The committee consisted of Dr. Fitzwilliams, Dr. Clark, Hon. Mr. Hewett and myself.

On the motion of Mr. Bowley, seconded by Mr. Ng Hon Tsz, the suggestion was adopted as a motion.

The President—As regards the second matter raised by Mr. Bowley, I think a reminder by the Secretary to the Government will be sufficient, and I will report what the result of this reminder is, that is, the question as to what action the Government propose to take with regard to the Bacteriologist's report.

This was all the business of public importance.

## A FIRE-EXTINGUISHING SYSTEM.

In the course of a letter addressed to Mr. William Rich, the Secretary of the Institute of London Underwriters, referring to the successful demonstration of the fire indicating and extinguishing apparatus associated with that gentleman's name, says that the following companies have expressed their willingness to make a return in the rates of premium on the hulls of steamers efficiently fitted with the apparatus, provided that no claims for fire are made during the currency of the policy:—British and Foreign, Commercial Union, the Marine Merchants, New Zealand, Ocean Marine, Royal Exchange, South British, Standard Marine, and Thames and Mersey. The Rich Company states that the builders of the Hamburg-America liner *Imperator*, of 50,000 tons, and of the new Cunard liner *Aquitania*, of at least equal size, have received orders to install the apparatus in these vessels, while the system is also to be fitted in the two Cunarders now building at Scott's yards.

Fires in liners have been such a prolific cause of claims during the past few years, says the *Times*, that underwriters may be expected to give every possible encouragement to systems which prove their efficiency in extinguishing outbreaks in the very early stages. It will be remembered that reference was made to the severity of recent fires in the annual report, issued last month, of the Committee of the Liverpool Underwriters' Association.

## PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Paris, February 23.

## MINERS' STRIKE PENDING.

Next Friday, the first of March, will come much too quickly for thousands of people in this country and elsewhere. It is the day on which miners have decided to strike and paralyse the whole industrial machinery. Will there be a *grève*, or strike, or not in France? Considering how much dearer as well as scarcer coal is in France, the people of this country, unlike those in Great Britain, are unable to lay in anything like large supplies. So far as France is concerned the strike has been voted in principle, though it must be admitted that the one ray of hope left for the French is the indecision on the part of French miners with regard to the date of striking. The miners of the Nord and the Pas-de-Calais—France's principal coal regions—have agreed to strike next Friday, the 1st of March. Other delegates are opposed to this particular date. The miners are jealously keeping their own counsel with regard to international negotiations, but it is thought that the French and English miners have certainly come to an understanding, though what that understanding is and how they propose to give effect to it is their secret. The outlook is considered alarming, and it seems by no means improbable that the English, French, Belgian, and German miners will finally go solid. We know there are such things as miracles, and if only such a terrible disaster, as a general coal strike, could be averted, it would indeed prove miraculous. Such a strike could not possibly last long in any case. With all due sympathy for international miners, let them wisely consider what they are about to do, and the intense suffering they will inflict on their innocent fellow-creatures at such a time of the year.

## PROTECTION OF BATS AND OWLS.

French sportsmen have at last awakened to the monstrous and undeserved torture inflicted on owls and bats, and L'Union des Chasseurs Français have issued an energetic protest against the continuation of such barbarous practices. "The bat," they say, "is the most perfect type of the animal useful to agriculture. While it keeps up an active hunt for insects, it is incapable of causing the slightest prejudice to farmers. There is, therefore, some ground for astonishment at the numerous absurd prejudices which still exist regarding it in country places." The Union des Chasseurs Français deserves to be warmly congratulated on its humanitarian campaign, which must help to destroy a widely disseminated and entirely mistaken idea as to the real nature and functions of our most familiar night-birds. So great is the prejudice in France against bats and owls that in the less enlightened parts of the country bats and owls are nailed alive to barn-doors! It is these admirable collaborators of the peasant, these precious protectors of the harvest, that ignorance and cruelty condemn to the most horrible tortures. The bat, no less than the owl, is worthy of protection if only on the ground of the services it renders to humanity. It lives exclusively on insects. There is no greater enemy of the remorseless mosquito that robs us of sleep in the summer time. The mysterious animals with the leathery wings is also a pleasant weather prophet, for when it is seen flying from side to side above our heads its presence is a sign of a fine day on the morrow. Poor, misunderstood bat! It comes to tell us of fair weather and rid us of our worst enemies, and mankind shows its gratitude—by crucifying it!

## MEDICAL COMMISSION.

For over a year a large and important Government Commission in Paris has been studying what reforms are necessary in the regulations in force governing the studies of those who wish to obtain the State diploma of Doctor of Medicine. The Commission, which has now drawn up its report, included professors, hospital doctors, practitioners, scientists, and Députés. The decree embodying the reforms now awaits the signature of President Fallières. The Minister of Education, who appointed the Commission, and is responsible for the changes in the regulations and supervision at the Universities, as well as in the hospitals where students are admitted, has made a provision in the decree that he is at liberty to appoint a permanent Commission to ensure its success. The chief reforms, indicated in the report mentioned above, are:—(1) The length of medical studies will be increased from four to five years; (2) The practical work in physiology, physics, medical chemistry, bacteriology, and so forth, will be really compulsory; (3) The attendance at a hospital will extend during the whole of the medical course; and (4) In order to diminish the part played by chance in the examinations, students will each have a report-book, in which will be entered the marks they secured in practical work, clinical experiments, and at preliminary examinations.

## STATE LOTTERY.

France's last lottery has just taken place in the Paris Office of the Credit Foncier, with the result that 30,163 people have been made happy, and several thousands disappointed. The winning number was 9,943 of Series 29, which won *le gros lot*, or 1,000,000 francs. The lucky winner who has so suddenly become a millionaire is an elderly gentleman of private means, residing at Boulevard Pereire. He was at lunch when he received news of his good fortune, and, leaving the unfinished *déjeuner*, he immediately barred his doors to all callers, ordering the *concierge*, or house-porter, to inform them that he had left town for the country. There was one prize of 200,000 francs, one of 100,000 francs, and one of 50,000 francs. Twenty-five won 10,000 francs each, 128 won 1,000 francs each, and 30,000 others won 50 francs each. Will the Government change its mind, and sanction another lottery?

## RUICIDES FROM EIFFEL TOWER.

The Eiffel Tower has of late become a favourite building from which to commit suicide. The latest unfortunate person to do this is Mlle. Mathilde Paulian, aged 20, whose father is a secretary of the Chamber of Députés, and who married a daughter of the veteran pacifist M. Frederic Passy. The young lady had of late been much depressed by her grandfather's illness, and the illness of one of her sisters, which played on her nerves to such an extent that she threw herself from the second platform of the Eiffel Tower.

## AVIATION.

The proposal of the Mayor of Tours that the people of France should be asked to subscribe *one sou* each to give aeroplanes to the country, has met with a prompt and encouraging response. Were the 341,208 inhabitants of the Indre-et-Loire department—of which Tours is the capital—to do this, it would be possible to present two aeroplanes to the French army. This alone shows what one department can do by subscribing so modest a sum as one sou, one half-penny, or one cent, per head. The idea has been found excellent by the French Press, which has taken the matter up, and is sanguine of success. Are other countries prepared to do the same?

## MOROCCO.

Everyone will be glad when the last word has been said about Morocco. This will not be long, as the negotiations between France and Spain for the final settlement of the weary Moroccan question are progressing favourably. Spanish opinion realises that the heavy concessions made by France to Germany involve the renunciation by Spain of some of the rights originally secured to her, and though the actual scope of the Spanish sphere remains to be determined, it seems clear that Spain is not putting forward any impossible demand. The practical difficulties to be overcome are three in number. In the first place, what are to be the relations between Spain and the nominal Sovereign of Morocco? As French influence is to prevail at Fez, Spain naturally desires freedom of action in her own sphere. The projected solution is that the Spanish sphere shall be formed into a Viceroyalty, and that Spain shall advise the Viceroy—a reasonable arrangement. Next, with regard to the intended railway between Fez and Tangier, is it to be a joint Franco-Spanish undertaking, or divided into two parts, under the separate control of France and Spain respectively? A similar difficulty arises with regard to the collection of customs. In the latter case, the need for uniformity of administration is obvious, while it is most likely to be secured by the institution of a joint Franco-Spanish Customs Board. True, a system of dual control, even when definitely limited, has its drawbacks, but in view of the fact that Morocco has been treated as a single entity in all the negotiations with the various Powers not territorially interested, it would seem that no other system is feasible.

## THE TAXI-CAB STRIKE.

The taxi-cab strikers have lost all public sympathy in consequence of their last diabolical tactics. They swore revenge a few weeks ago, and they are still bent on it. Last Wednesday evening, some of the ring-leaders hid seventeen infernal machines in as many taxi-cabs; ten of them exploded in the small hours of yesterday morning, in many cases setting fire to the garage in which the cabs were housed, and in every case setting fire to the cab in which the bombs had been placed. This is one way of celebrating the 100th day of the taxi-cab strike. Three garages in different parts of this city suffered from the outrage, while a police official nearly lost his life. The bombs were little combinations of five tubes containing explosive chemicals. Since this last outrage, which has created a panic in Paris, citizens refuse to ride in the vehicles lest they get blown up. The strikers state that it was the owners who placed the bombs, and that they are totally innocent. There is something essentially humorous in the suggestion that the taxi-cab owners should have destroyed their own property for the sake of discrediting the strikers. This is more than one can swallow. The recent tactics of the strikers clearly show that they alone must be held responsible for the placing of the bombs, and its results.

## COMPANY MEETING.

SHANGHAI AND HONGKONG WHARF CO., LTD.

## ANNUAL MEETING.

The annual meeting of shareholders of this Company was held on the 20th instant at the offices of the general agents, Messrs. Jardine, Matheson & Co., Ltd. There were present: Messrs. C. E. Anton (Chairman), E. G. Barrett, H. R. Kinnear, A. M. Marshall and C. W. Wrightson, directors, J. J. Dume (secretary), J. R. Elias, R. H. Elias, P. H. Chambers, A. R. Wilson, D. Brand, A. L. Anderson, Brodie A. Clarke and J. M. Young.

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen,—Before proceeding with the ordinary business of the meeting, I take this opportunity of recording how deeply we deplore the loss we have sustained through the death of Mr. Alexander Macleod, who had so long been associated with the Company and had also been a director for many years. The report and statement of accounts having been in your hands for some days, with your permission I will take them as read. It will be noticed that, as compared with the previous year, the balance of the Working Account shows a falling away of £73,854.01, and you will see that the available balance at credit of Profit and Loss Account, after deducting the interim dividend of £1s. 3 per share, only amounts to £48,760.28. The comparatively adverse result is partly accounted for by the fact that the steamers which discharged at our wharves did not bring to Shanghai so large cargoes as those of 1910, but is principally due to smaller receipts for storage, owing to the rapidity with which goods on arrival went into consumption during the first nine and a half months of the year. Your directors at one time hoped to maintain the dividend for the year at £1s. 7 per share, but in the circumstances of a decline in revenue they regret that they can only now recommend the payment of a final dividend of £1s. 3 per share, making £1s. 8 in all for 1911. In order to accomplish this it will be necessary to transfer to profit and loss account from equalization of dividends account a sum of £1s. 60,000, and as it is also proposed to transfer from the latter account £1s. 20,000 as provision against repairs for the current year, the equalization of dividends account will be reduced, if these recommendations are approved of, to £1s. 25,000. Since the outbreak of the Revolution, stocks of cargo have gradually accumulated, and at the present time our godowns are for the most part well filled, which will considerably help our storage account for this year. We continue to obtain a good share of the trade of the port, and I can only hope that the result of the present year's working may be more favourable than its predecessor. If any shareholder desires further information with regard to the account, I shall be glad to furnish it to the best of my ability.

There were no questions, and the following resolutions were then put to the meeting and carried unanimously:—Proposed by the Chairman and seconded by Mr. A. M. Marshall: That the report and accounts, as presented, be adopted. Proposed by Mr. J. M. Young and seconded by Mr. J. R. Elias: That Messrs. E. G. Barrett, H. R. Kinnear, A. M. Marshall, C. W. Wrightson, and the senior representative of Jardine, Matheson & Co., Ltd., be re-elected directors for the current year. Proposed by Mr. A. L. Anderson, and seconded by Mr. B. A. Clarke: That Messrs. G. R. Wingrove and H. W. G. Hayter be re-elected auditors for the current year.

Proposed by the Chairman, and seconded by Mr. A. M. Marshall: That a final dividend of £1s. 3 per share be declared for the year 1911.

The Chairman announced that dividend warrants would be posted next day, and the meeting then terminated.

## SINGING AND THE LUNGS.

It is well-known that singing, like whistling, is a fine exercise for the lungs, and Madame Jeanne Jonelli advises those who fear consumption to go in for singing for this reason. At the same time she, of course, does not advance the claim that singing alone will save anyone from or cure consumption. Acquire the habit of taking the big, deep breath, which is a primary requisite of any kind of singing, and bad or good, proceeds Madame Jonelli, and the physical joy derived from it will never allow you to relax into lazy breathing. The breathing exercises recommended by certain physicians, and which are so monotonous in themselves, become much more pleasant when some artistic pleasure is attached to them. Furthermore, the mere effort of singing compels the singer to stand straight and to throw the chest out, a good corrective for the bad physical habits of weak chested people. "Finally," the exhilaration of singing is not a negligible element as a mental adjunct to the cure. If you doubt my statements go to the opera, turn your glasses on every singer, man or woman, and see what a wonderful chest development they have attained. Personally, I have never heard of a singer becoming consumptive."

## INTIMATIONS

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M.P.

WHISKY.



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you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & Co.  
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40, BLOOMSBURY, LONDON

75



## DYSENTERY.

A REVIVIFYING AND RESTORATIVE TREATMENT.

Second, perhaps, only to Malaria is the suffering caused by Dysentery, which is known by the intense pain and difficulty with which the bowels act, and by the passage of mucus and blood.

The treatment which may be regarded as classical is the administration of 15 to 20 grains of ipecacuanha in water, and repeating the dose every three or four hours. If begun early, this will nearly always give relief and arrest mischief. Only liquid nourishment should be given and, of course, the doctor should be summoned when possible. He will, no doubt, prescribe Dover's powder with quinine, hot fomentations and perfect rest in bed, and will legislate for any sudden relaxation of the bowels by a dose of astringent medicine, to which a few drops of laudanum have been added.

In considering the subsequent feeding of the sufferer, there is nothing upon which reliance may be more confidently placed than Sanatogen, which the physicians to practically all the crowned heads of Europe use to maintain and restore the health of their royal patients.

## WHY IT IS SO VALUABLE.

It would be impossible to exaggerate the value of this preparation for the inhabitants of hot countries, and those who are subject to the enervating influences and diseases due to the climate. Composed of the body-building elements of the purest cow's milk, "chemically combined" with that salt of phosphorus which is found in the nervous system, Sanatogen exercises a nutritive influence over the whole body, which is as powerful as it is perfect.

It revitalises the blood, increasing the number of red corpuscles and their vital colouring matter on which depends their ability to absorb oxygen from the atmosphere and thus keep the tissues clean and the bodily furnaces working properly. It re-invigorates the nervous system, filling the body with a sense of vim and snap which makes a pleasure of the mere physical act of living, while it quickens the functions of the brain and restores the possibly failing memory to its full power of rapidly recalling any impression it desires. It is easily digested, so that it imposes no strain whatever on the often undermined digestive system; it removes any sense of weariness from the muscles and makes them strong and firm instead of flabby and soft, as they so often are after an attack of dysentery.

## CONVINCING MEDICAL TESTIMONY.

All these facts have been vouched for by hundreds of doctors practising throughout the length and breadth of China, as well as in other countries where climate makes dysentery a common disease. These doctors have written letters over their own signatures describing the results they have obtained. Here are extracts from one or two of such letters, although, unfortunately, in accordance with medical etiquette, the names of the physicians cannot be mentioned.

Dr. P. K. C., Damoh, writes:—"I have used Sanatogen in the treatment of dysentery and enteric fever and found it very useful. It has a high nutritional value, and is very useful in ulcerated conditions of the intestines."

Dr. H. W. H., Babugarh, United Provinces, writes:—"I have much pleasure in certifying to the value of Sanatogen in cases of dysentery, enteric fever, and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Sanatogen can be obtained of A. S. Watson & Co., Hongkong; SINCERE CO., LTD., 215/21, Des Vœux Road, Hongkong, and of all Chemists.

\*Analysis PROVES that  
**PLASMON COCOA**

yields a Delicious Beverage of much greater nutritive value than ordinary cocoa. —British Medical Jnl.

**COCOA IN PERFECTION.**  
PLASMON is used by the ROYAL FAMILY.

Plasmon, Ltd., London, Eng.

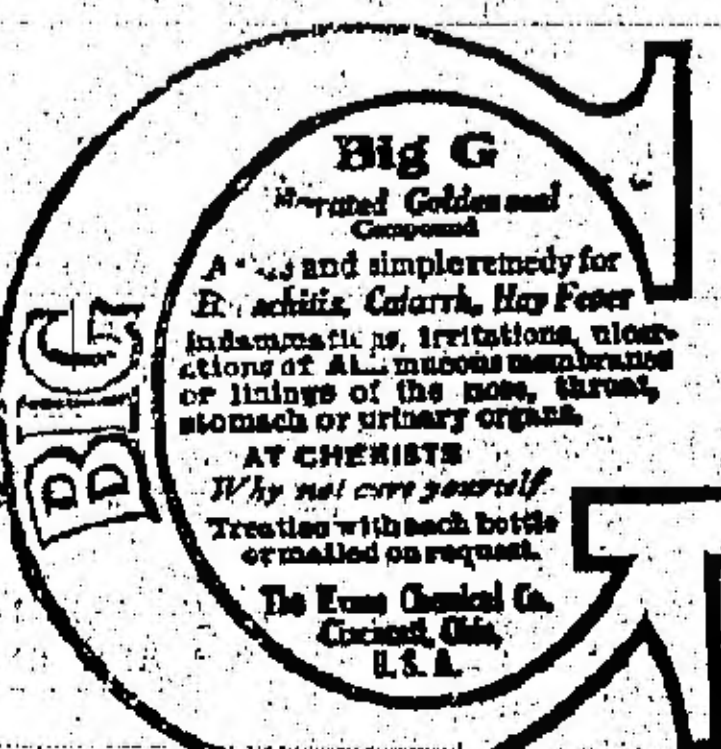
**A GOOD SET OF TEETH**

is of the greatest importance to everyone for the sake of health and appearance.

**ROWLAND'S ODONTO**

Thoroughly cleanses the Teeth from all impurities, whitens and preserves them, stimulates the Formation of Tartar, Prevents and Arrests Decay, and gives a Pleasant Fragrance to the Breath.

Contains Nothing Gritty or Acid. 2/6 per box. Sold by Stores, Chemists, and ROWLANDS, 47, Market Garden, London.



## THE LATE MR. WILLIAM KEWICK.

HIS EXPERIENCES IN JAPAN.

The *Japan Chronicle* mentions that the late Mr. William Kewick, who landed in Japan in 1889, was the first foreigner to buy a lot of land at Yokohama, No. 1, on which Messrs. Jardine, Matheson's offices now stand, and was to some extent responsible for the adoption of the site of Yokohama as the port of foreign trade for Yedo Bay. Our contemporary says:—"As most of our readers will be aware, the original site selected for the port and named in the treaties was Kanagawa. After this had been granted, the Japanese authorities became somewhat nervous—with only too much reason, as was afterwards proved—of what might happen if foreigners encountered one of the numerous daimyo processions which then wended their way to Yedo, passing through Kanagawa, which was on the Tokaido. As a result they hurriedly began making preparations for the site on which foreigners should reside and carry on their business across the bay at the little fishing village of Yokohama, which was quite out of the line of the Tokaido. When the foreign representatives saw what was being done, they protested that the treaties were not being observed, fearing that the Japanese would endeavour to make the spit of land upon which Yokohama was situated a sort of Deshima. In reply to these protests, the Japanese dilated on the advantages of the port, especially on the depth of water, which permitted vessels of considerable size to anchor near the shore, while this was impossible at Kanagawa. A number of foreigners were invited to go over and inspect the proposed site, among them being Mr. Kewick. He considered the location so satisfactory that he at once entered into arrangements for the purchase of land, and on behalf of his firm bought the lot of land that is now known as No. 1 Yokohama. As the result of this action on the part of the agent of one of the leading firms in the Far East, the foreign representatives found the ground cut from under their feet, and contented themselves with a protest, holding the Government responsible if the site should ultimately prove unsatisfactory. Though only twenty-five years of age when he was appointed to open a branch of Messrs. Jardine & Co. in Japan, Mr. Kewick took a prominent part in the public affairs of the little community at Yokohama almost from the first, and it was at his house that the first public meeting recorded to have been held at Yokohama took place. This was in February, 1891, and consisted of British merchants, who had been asked by Sir Rutherford Alcock, the British Minister, to place him in possession of particulars of restrictions on trade, contrary to treaty. A committee was formed, of which Mr. Kewick appears to have been the Chairman, to frame a memorial, which was a formidable document indeed. One passage is of considerable interest even to-day, especially as the legend has grown up that until foreigners entered with their commercial methods into the Paradise of Japan, the Japanese were as innocent as our reputed first parents in the Garden of Eden. That the Japanese in those early days had something of the wisdom of the serpent if not of the harmlessness of the dove may be judged by the following extract from the memorial:—"The non-fulfilment of contracts by merchants in a position to carry out their engagements appears to us in the light of a grievance against the Government, as it is in its power to enforce their observance. (Of course there were no Courts in those days to which foreigners could apply in the case of being defrauded by Japanese.) It is as if to recapitulate cases, as the archives of the Consulate can furnish you with abundant proof of how constantly and shamelessly the native merchants break faith with foreigners, and depart from their engagements with the apparent approval of their rulers. One case, however, may be mentioned, which was brought before your notice by Mr. Kewick on the 17th of February, 1890 (i.e., little more than six months after the port had been opened.) The contractor was Mitsui Haiziro, a large merchant of this place, and said to be the wealthiest in Japan, connected with the Government, and acting as its banker throughout the Empire. The produce contracted for was silk and oil; but only the most trifling quantity of each was delivered. This case has been in your hands for nearly a year, and you are doubtless well aware what steps the Japanese Government has taken to enforce the observance of mercantile engagements upon its subjects."

Mr. Kewick appears to have left Japan for Hongkong, where the greater part of his life in the Far East was spent, within five years of the opening of Yokohama, being succeeded by Mr. Glover.

## THE DOCTOR IN THE TROPICS.

MR. JOSEPH CHAMBERLAIN ON MEDICAL RESEARCH.

Speaking at a meeting held at the Mansion House on February 29th in support of a scheme to raise £10,000 for the extension of the London School of Tropical Medicine, Mr. Lewis Harcourt read a letter under whose auspices the London School was founded, in which he said:—"I do not think that anything given to this object will be thrown away, and all who take an interest in our Colonies must see that these diseases, which are special to tropical climates, are the great obstacle at present to their development. I hope that your appeal will meet with a generous response."

Mr. Harcourt announced a donation of £500 from the Treasury. He mentioned that the Treasury were spending £3,000 a year on the development of tropical medicine, and the bulk of £5,000 which had been spent during the last five years in suppression of sleeping sickness in Uganda, had fallen upon Imperial funds. It was also announced that £2,993 had already been raised as the result of the meeting.

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Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

## NARA HOTEL

Now Open.

The Best in Japan.



THE ANCIENT CAPITAL.

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## MONTERRAT

A simple kindly flavour, gently stimulating the healthy processes of the body, is characteristic of **Montserrat Lime Juice**. Made only from fine cultivated limes. It is the most natural and perfect drink for constant use in hot weather.

Supplied in two forms: Unsweetened, i.e., Pure Lime Juice. Sweetened, i.e., Lime Juice Cordial. Sold by all leading Storekeepers.

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THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

## "SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

## SHACKELL EDWARDS &amp; CO., LTD.

PRINTING INK MAKERS. ESTABLISHED 1786.

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## STOMALIX

Sole de Carion. Cures Dyspepsia and all forms of Disorders of the Stomach and Intestines, indigestion, flatulence, etc. Distributing Agents: FRANCIS NEWBURY & SONS, Ltd., London, Eng.

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KILLS BUGS FLEAS-FLIES.

## APIOLINE



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Paris. Sold by all Chemists.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1851.

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA &amp; MANILA

A. S. WATSON &amp; Co., LTD.



## NAPIER-JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD &amp; Co., and from ALL WINE MERCHANTS.

SELF CURE NO FICTION! NO SUFFERING NEED NOW DESPAIR. THE NEW FRENCH REMEDY. **THERAPION NO. 1** is a remarkably quick time action a few days only. **THERAPION NO. 2** Cures blood poison, bad legs, ulcers, sores, painful swollen joints, etc. when mercurial treatment fails. **THERAPION NO. 3** Cures chronic weakness, lost vigor and vitality. Either Number Therapion & all self treatment directions enclosed, of chemists or post free 5/- from The Lec'ur Medicine Co., 15, Broad Street, E.C.4, London, Eng. Try New Dragee (Tasteless) form of Therapion, easy to take, no taste, lasting cure. Trade Marked word "THERAPION" is on bottle's short Stamp affixed to every genuine package. \* THERAPION \* CURES TO STAY CURED.

## THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an area of 30,000 square miles.

Two and a half million people facing starvation

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

H. C. GULLAND, Esq., Treasurer, INTERNATIONAL BANKING CORPORATION, Shanghai, Manager.

ON SALE

AT THE

HONGKONG DAILY PRESS

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NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

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WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW



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## THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter.)  
Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ..... Yen 5,000,000  
Reserve Fund ..... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:  
Amoy Swatow  
Canton Kobe  
Fuzhou Nagasaki  
Hankow Osaka  
Keelung Shanghai  
Yokohama

## HONGKONG OFFICE:

3, DES VOUX ROAD.  
Interest allowed on Current Accounts  
Deposits received on terms which may be had on application.  
K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. [1316]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ..... Yen 40,000,000  
PAID-UP CAPITAL ..... Yen 30,000,000  
RESERVE FUND ..... Yen 17,500,000

## HEAD OFFICE—YOKOHAMA.

Branches and Agencies at  
Amoy-Hankow Liao-Yang-Hyokun  
(Port Arthur)  
Bombay London San Francisco  
Canton Lyons Shanghai  
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INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.

## TAKAO TAKAMICHI,

Manager,  
Hongkong, 25th September, 1911. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:  
STRENGTH  
\$15,000,000 at 2/—=\$15,000,000  
SILVER ..... \$16,750,000

RESERVE LIABILITY OF FIDUCIARYS \$15,000,000

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## HONGKONG—INTEREST ALLOWED.

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For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

## N. J. STABB,

Chief Manager.  
Hongkong, 21st February, 1912. [19]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1823  
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PAID-UP CAPITAL ..... \$1,200,000  
RESERVE FUND ..... \$1,200,000  
RESERVE LIABILITIES OF FIDUCIARYS ..... \$1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

## WM. DICKSON,

Manager.  
Hongkong, 2nd May, 1911. [133]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... \$1,250,000  
PAID UP ..... \$620,000  
RESERVE FUND ..... \$360,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

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Bombay Calcutta  
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Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST ALLOWED ON CURRENT ACCOUNTS at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:

For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 per cent. per annum.  
For 12 months 4 per cent. per annum.

## F. C. MACDONALD,

Acting Manager.  
Hongkong, 26th March, 1912. [938]

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by THE HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911. [12]

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60 Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

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Bombay Calcutta  
Canton Cebu  
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Peking  
San Francisco  
Shanghai  
Yokohama

CAPITAL AND RESERVE ..... \$6,000,000

about \$1,400,000

## EVERY DESCRIPTION OF BANKING

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

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PURCHASE AND SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

Established 1863.

Authorized Capital, Fl. 15,000,000 (\$1,250,000)

Paid up Capital, Fl. 12,400,000 (\$1,033,421)

Reserve Fund, Fl. 3,252,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 3 per cent. per annum on Daily Balances and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per cent. per annum.  
6 months 4 per cent. per annum.  
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C. WOLFFKING, Manager.

No. 8, Des Vaux Road Central, Hongkong, 16th August, 1912. [122]

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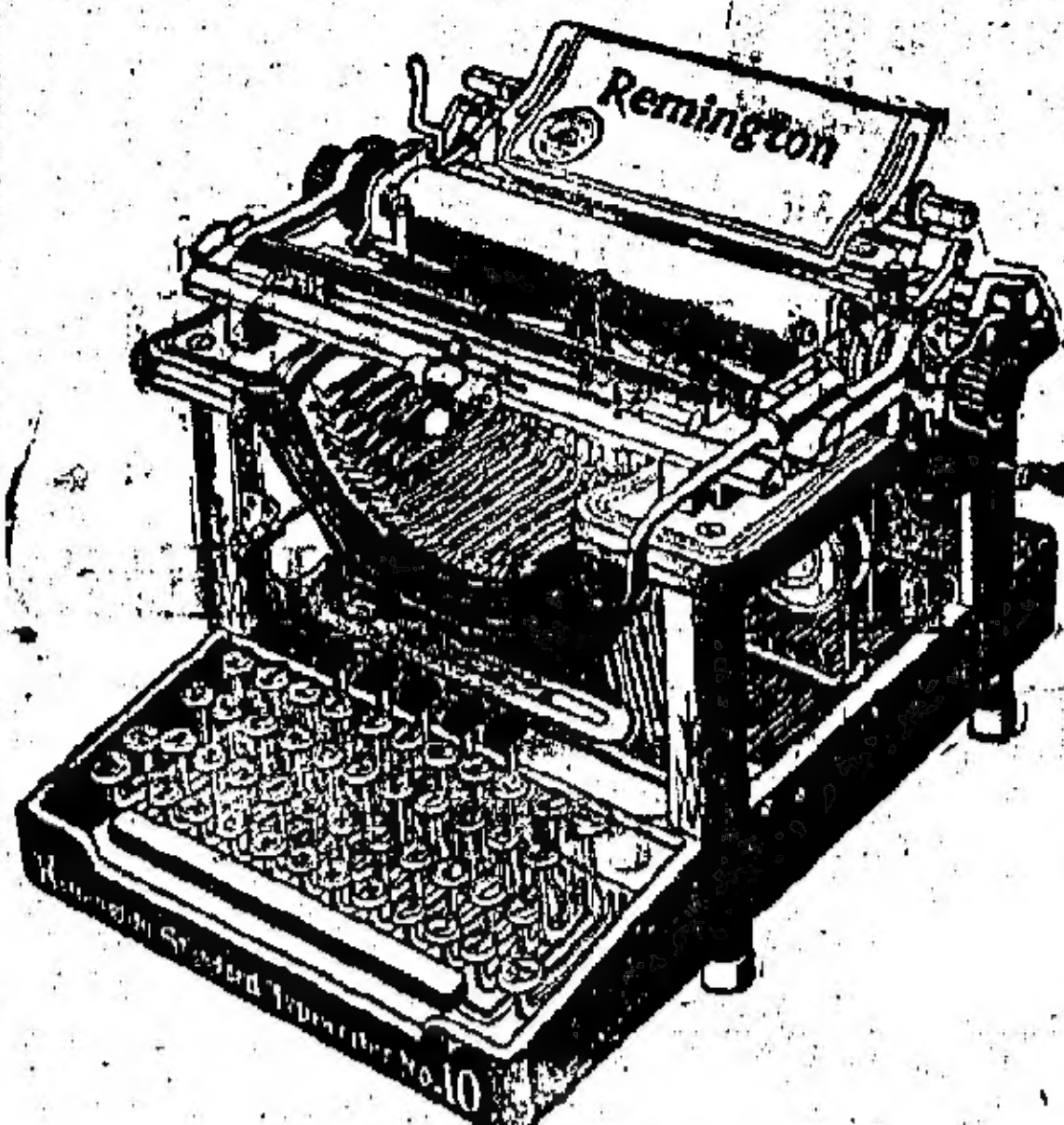
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## INTIMATION

## "A MACHINE A MINUTE"

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the



## Remington Typewriter

During the week we have booked orders for more than a thousand machines for every working hour.

VISIBLE MODELS 10 AND 11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour—MORE THAN A MACHINE A MINUTE. Such is typewriter development; such is Remington progress.

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## SHIPPING IN PORT.

## STEAMERS.

BURMESE PRINCE, British str., 3,034, H. N. McDougall, 22nd March—Karatu 17th March.

CANADA MARU, Japanese str., 6,068, K. Kori, 26th March—Shanghai 21st March.

General—Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 774, Ch. Jorgensen, 24th March—Hainan and Hainan 20th March, General—Jensen & Co.

CHILDAK, Norwegian str., 1,102, H. Nielsen, 24th March—Bangkok 13th March, General—Chinese.

CHINA, British str., 3,349, Benson, 24th March—Shanghai 21st March, General—Butterfield & Swire.

CHOYANG, British str., 1,650, Courtney, 20th March—Swatow 18th March, General—Jardine, Matheson & Co.

DUPELIX, French str., 7,600 Vergos, 25th March—Saigon.

FAVANG, British str., 2,251, H. S. Makins, 20th March—Port Courbet 18th March, Co.—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, W. D. Welsh, 24th March—Chinkiang 20th March, Rice and Nuts—Jardine, Matheson & Co.

HAJO MARU, Japanese str., 1,292, T. Yamaga, 23rd March—Swatow 22nd March, General—

HANOI, French str., 739, G. Boubier, 25th March—Hainan and Hainan 20th March, General—R. Martz.

JAPAN, British str., 3,806, A. Stewart, 22nd March—Singapore 16th March, General and Opium—David Sassoon & Co.

J. BUSLAMAS, American str., 481, G. Roses, 23rd March—Manila 20th March—Barretto & Co.

KUANG, British str., 1,287, Robertson, 24th March—Daly 18th March, General—Butterfield & Swire.

KOREA, American str., 5,851, Wm. Fisher, 22nd March—San Francisco 20th Feb. Mails and General—Pacific Mail S.S. Co.

LANDAU, German str., 1,016, Bruger, 17th March—Bangkok 7th March, Rice—Chinese.

LOCKSTON, German str., 1,020, W. Taubert, 25th March—Bangkok 17th March, Rice—Butterfield & Swire.

LOUGH, British str., 1,215, McNeill, 22nd March—Weihaiwei 10th March, General—Butterfield & Swire.

MARU, German str., 1,169, H. Schalkier, 22nd March—Saigon 17th March, Rice—Jensen & Co.

MERAPI, British str., 1,420, Uddall, 24th March—Samarang 14th March, Sugar—Chinese.

MISHIMA MARU, Japanese str., 5,270, A. E. Moses, 26th March—Shanghai 22nd March, General—Nippon Yusen Kaisha.

MUREX, British str., 2,907, Milner, 21st March—Shanghai 18th March, Bal. Inst.—Atlantic Petroleum Co.

ONSANG, British str., 1,737, A. G. Smith, 17th March—Chingwantao 10th March, General—Chingwantao Engineering & Mining Co.

PENANG, German str., 3,000, C. Godevitch, 23rd March—Singapore 18th March, Rice, Meal and Cotton—Butterfield & Swire.

PENANG, German str., 998, W. Botelhof, 23rd March—Bangkok 18th March, Rice and Teak—Butterfield & Swire.

PREUSSEN, German str., 5,182, T. Behle, 24th March—Shanghai 21st March, General—Hamburg Amerika Linie.

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# THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO  
**VANCOUVER, B.C.**  
**SEATTLE &**  
**PORTLAND (Or.),**

VIA  
**SHANGHAI AND JAPANESE PORTS.**

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
	HERCULES 28th March.

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at AMOY and KEELUNG if sufficient  
inducement offers.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO  
**SOUTH AFRICAN PORTS.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912.  
S.S. "DUNERIO" ... 5,000 tons ... to Follow.  
And regularly thereafter.

For Rates of Freight or Passage, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.  
FROM HONGKONG: 30th March.  
FROM COLOMBO: S.S. "TYMERIC" 16th April.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.  
[42-43-44]

## GOING HOME.

**A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY.**

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
or Civil Service, on application.

STEAMERS	Tons	Starting	1912
KOREA	18,000	"	TUESDAY, 2nd April, at 1 p.m.
SIBERIA	18,000	"	TUESDAY, 16th April, at 1 p.m.
CHINA	10,200	"	TUESDAY, 23rd April, at 1 p.m.
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 p.m.
NILE	11,000	"	TUESDAY, 14th May, at 1 p.m.
MONGOLIA	27,000	"	MONDAY, 20th May, at 1 p.m.
PERSIA	9,000	"	TUESDAY, 11th June, at 1 p.m.
KOREA	18,000	"	TUESDAY, 18th June, at 1 p.m.

LET US PLAN AN ITINERARY FOR YOU.  
KING'S BUILDING (opposite Blake Pier).

**FRED J. HALTON, AGENT.**

Telephone No. 141.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### WEEK-END SERVICE.

Commencing on the 30th instant, and until further notice, a Week-End Service will be  
arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 p.m. on Saturday, 30th  
instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 p.m. on Sunday,  
31st instant.

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 31st MARCH.  
The Company's Steamship  
"SUI AN."  
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 568 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## SAN FRANCISCO TOYO KISEN KAISHA



TRANS-PACIFIC  
**WESTERN PACIFIC**  
**DENVER AND RIO GRANDE**  
TRANS-CONTINENTAL  
**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.  
S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.

AND  
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

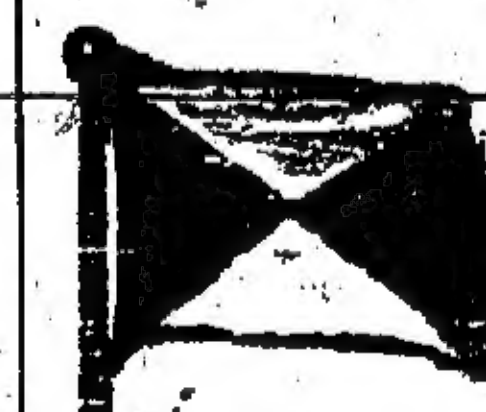
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

**C. LACY GOODRICH,**  
GENERAL ORIENTAL AGENT,  
17, WATER STREET, YOKOHAMA.  
AND KING'S BUILDING, HONGKONG.



## PHILIPPINES S.S. CO.

SHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAPIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 1st Apr. 4 p.m.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Apr. 4 p.m.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers**  
Hongkong, 20th March, 1912. **PHILIPPINES S.S. CO.** [113]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		Sat., 6th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.  
For further particulars apply to

**GIBB, LIVINGSTON & Co.**  
AGENTS.

## JAVA-CHINA-JAPAN LIJN

REGULAR, FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	—	JAPAN	Second half of March.
TJIPANAS...	AMOY	Second half of March.	JAVA	Second half of March.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIBODAS...	SHANGHAI	First half of April.	JAVA	First half of April.
TJITAROEM	JAPAN	First half of April.	JAVA	First half of April.
TJIMAH	JAVA	Second half of April.	JAVA	Second half of April.

The Steamers are all fitted throughout with Electric Lights and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.  
Yok Buildings, 1st Floor.  
Hongkong, 27th March, 1912.

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMER TONS RATE OF SAILING  
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th April.  
Kobe and MOJI ...  
For Freight and Further Particulars, apply to **ARTHUR NILSSON & CO.**  
YOK BUILDINGS, Top Floor.  
40]

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL  
Kobe and YOKOHAMA ... "PRINZ WALDEMAR" ... About  
Capt. H. BREMER, 6,000 { 2nd April.

All the Steamers of the European Line are fitted with Wireless Telegraphy.  
New System of Telefunken.

For Further Particulars, apply to

**NORDDEUTSCHER LLOYD,**  
**MELOHRS & Co.,**  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 20th March, 1912. 5

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:— 15, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 2-5, FOOHROW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and  
TRANS-SIBERIAN RAILWAY  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED  
FOREIGN MONIES exchanged.  
WINE OFFICE—LUDGATE CIRCUS LONDON.

### VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. str. *Shingo Maru* sailed from Yokohama on the 17th inst., en route to Hongkong via Kobe, Nagasaki and Manila, and is expected to arrive at this port on the 30th inst.  
The P.M. S.S. Co.'s str. *Siberia* left Yokohama on the 24th inst., en route to Hongkong, via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st April.  
The P.M. S.S. Co. str. *China* sailed from San Francisco on the 12th inst., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.  
The T.K.K. str. *Chiyo Maru* will be despatched from San Francisco on the 27th inst., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.  
The P.M. S.S. Co.'s str. *Manchuria* sailed from San Francisco, on March 21st, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 19th.  
THE AUSTRALIAN MAIL.  
The I.G.M. str. *Prinz Waldemar* left Yip on the 24th inst., at 10 a.m., and may be expected here on or about 1st April.  
The E. & A. str. *Altendam*, which left Sydney on the 9th inst., is due at Manila on the 31st inst.  
The E. & A. str. *St. Albans* left Sydney on the 13th inst., for this port (via Queensland Ports, Port Darwin and Manila).  
THE CANADIAN MAIL.  
The C.P.R. Co.'s R.M.S. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on Thursday, the 7th March, at p.m.  
THE ENGLISH MAIL.  
The P. & O. str. *Delta* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here on the 28th inst., at about 9 a.m.

THE INDIAN MAIL.  
The str. *Lightning*, from Calcutta, left Singapore on Friday morning, and may be expected here on or about the 27th inst.

THE MERCHANTS STEAMERS.  
The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 22nd inst., and is expected here on the 27th inst., p.m.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Kobe for this port via Moji on the 21st inst., and is expected here on the 28th inst.

### ON SALE.

**HONGKONG HANSAID REPORTS**  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1911.

Revised by THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.



## SHIPPING

## ARRIVALS.

BUYO MARU, Japanese str., 3,242, Hashimoto, 25th March—Mojji 26th March, Coal—Toyo Kisen Kaisha.

CHONG SHING, British str., 1,256, V. Mc Liddell, 26th March—Tientsin 17th March, General—J. M. & Co.

GERMANIA, German str., 1,417, Frandsen, 26th March—Manila 22nd March, Ballast—Jensen & Co.

GLENFARG, British str., 2,000, Hartnell, 26th March—Singapore 20th March, General—Shewan, Pomes & Co.

HAICHING, British str., 1,287, W. C. Passmore, 26th March—Swatow 25th March, General—Douglas, Lapraik & Co.

HAIRYAN, British str., 1,382, J. W. Evans, 26th March—Swatow 25th March, General—Douglas, Lapraik & Co.

JINSEN MARU, Japanese str., 2,247, Machida, 26th March—Singapore 19th March, General—Nippon Yusen Kaisha.

LOONG SANG, British str., 1,063, W. G. G. Leask, 26th March—Manila 23rd March, General—J. M. & Co.

ORIENTAL, British str., 3,085, A. L. Valentini, 26th March—Yokohama 21st March, Silk and General—P. & O. S. N. Co.

TELEMACUS, British str., 1,450, A. Fraser, 26th March—Saigon 22nd March, Rice—Chinese.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

B. PHINCK, British str., for Manila.

CHUNSHANG, British str., for Singapore.

HAICHING, British str., for Swatow.

HANOI, French str., for Haiphong.

JAPAN, British str., for Shanghai.

JINSEN MARU, Japanese str., for Kobe.

KALU MARU, Japanese str., for Swatow.

MISHIMA MARU, Jap. str., for Singapore.

ONANG, British str., for Chinwantao.

QUINTA, German str., for Swatow.

RAJABURI, German str., for Hoihow.

SIKANG, French str., for Haiphong.

TAMBA MARU, Japanese str., for Shanghai.

WONGKOT, German str., for Swatow.

## DEPARTURES.

March 26th.

HAIMUN, British str., for Swatow.

KENKON MARU, Japanese str., for Moji.

LAETTES, British str., for Saigon.

MATHILDE, German str., for Hoihow.

MATPOPO, British str., for Shanghai.

NAMUR, British str., for Shanghai.

PERIA, American str., for Shanghai.

SHINKAI MARU, Jap. str., for Moji.

SVENIA, German str., for Hamburg.

TEAN, British str., for Manila.

TOSA MARU, Japanese str., for Shanghai.

TOYRANK, French str., for Europe, etc.

## PASSENGERS.

ARRIVED.

Per Oriental, from Yokohama, Miss Kent.

Per Haiching, from Swatow, Mrs. C. B. Mitchell, Mrs. Bristol, Dr. L. E. Favin, Mr. I. L. Thomas, Mr. L. E. Lamert and Mr. F. B. Hickett.

Per Loong Sang, from Manila, Mr. and Mrs. J. O'Leary, Mr. J. Danner, Mr. M. W. de Lange, Mr. W. Ferrius, Mr. and Mrs. L. A. V. Ribeiro, Mr. W. J. Crowe, Mr. C. Buckland and Mr. E. R. Hinkley.

DEPARTED.

Per Tamba Maru, for Seattle, etc., Lt. and Mrs. R. H. Hartly and child, Mr. W. L. Parrish, Mr. Geo. R. Spalding, Mr. and Mrs. Morgan James, Mrs. M. Fancher, Mrs. C. S. G. Mylrea, Mr. and Mrs. A. Browne, Mr. O. B. Burrell, Mr. E. R. Hinkley, Mr. H. Forst, Mr. Teubel, Mr. W. H. Moyer, Mr. T. Shinobe, Mrs. Serizawa, Mrs. K. Hattori and Mrs. Yamura.

Per Mishima Maru, for London, Mr. Norman Kemp, Mrs. J. N. Regde, Mrs. Crowther, Capt. and Mrs. R. Swain, Mr. Dore, Mr. Pready, Mr. and Mrs. Pannell, Mr. and Mrs. Mullie, Mr. and Mrs. Eavis and infant, Miss Ford, Master Taylor, Mrs. Rooks and 3 children, Mrs. Craig and son, Mr. and Mrs. Popp, Mr. and Mrs. Mitchell, Mrs. Christine, Miss Christie, Mrs. Wittmuth and child, Mrs. Walter and 2 children, Dr. K. Saito, Mr. G. Cuppage, Mrs. Schirbown, Mr. R. Watanabe, Mr. T. Watanabe, Lady Brownrigg, Miss Brownrigg, Miss E. Vidder, Mr. and Mrs. Gray, Mr. Hira, Mr. and Mrs. T. E. Pearce and infant, Mr. and Mrs. Goyet and 3 children, Mr. K. Yakubo, Mr. Y. Goto, Mr. H. Ishikawa, Mr. Elen, Mr. and Mrs. S. Savada, Mr. E. Seth, Mr. A. V. Apar, Messrs. E. Hubbard, G. Wombwell, Hira, T. Matzue, Mr. and Mrs. W. J. Adams and child, Miss Vanstone, Mrs. Haraguchi, Messrs. Morrison, Vaughan, B. P. Ravara, S. Hosono, K. Watanabe, T. Ogawa, C. Yamauchi, John Malin, C. Iwamoto, F. Ashikaga, Tadami, H. Inoaya, Urano, T. Sakai, Y. Kobayashi, Y. Miyada, K. Sudow, and Y. Asakawa.

Per Tamba Maru, for San Francisco, Mr. T. Morrison, Mr. I. Joseph, Mr. W. M. Pittman, Mr. V. H. Knudsen, Rev. and Mrs. T. C. Maxwell and child, Miss E. Austin, Mrs. J. P. Martin, Dr. F. H. Clark, Mr. and Mrs. J. W. Wells, Mr. A. L. Rae, Mr. and Mrs. D. M. Carman, Mr. Wm. Montair, Miss A. Heard, Mr. M. Gould, Mr. W. H. Baugh, Miss M. R. Henchman, Mr. F. C. Gay, Mr. and Mrs. C. E. Ferguson and 3 children, Mrs. C. M. H. Blackford, Mr. M. W. de Lapz, Mr. G. Fitzgerald, Miss M. Simonds, Mr. J. Craik, Mr. and Mrs. T. W. Cochner, Mr. and Mrs. S. J. Still, Mr. B. P. Brown, Mr. C. E. Rogers, Miss I. L. Dowden, Mr. M. Lant, Mrs. Chas. E. Miller, Mr. Wm. J. Gray, Mr. and Mrs. E. H. Cowran, Mr. and Mrs. Chas. Silvester, Miss N. Lloyd, Mrs. S. A. Bortz, Mrs. J. Fether, Miss A. Gould, Miss M. Mackeller, Mr. E. Peterson, Mr. H. Bridger, Miss M. Ahorn, Mr. A. Sweetser, Miss Belle L. Gorton, Rev. H. C. Hazen, Mr. J. Howard, Miss C. Wood, Mr. R. Taylor, Mr. and Mrs. T. L. Noval, Mr. G. S. Averell, Mr. E. Heilman, Mr. D. Bode, Mr. R. de Marc, Mr. and Mrs. E. E. Garrett, Mr. Chas. M. Swift, Mr. Geo. C. Hanford, Mrs. J. B. Frazier, Mrs. D. M. de Loffre, Mrs. E. Wendell, Mr. A. H. Brown, Mr. B. S. Houston, Mr. J. M. Hynes, Mr. A. W. Schmitt, Mr. W. C. Hankins, Mr. and Mrs. J. H. Mitchell, Rev. and Mrs. C. S. Vaughan, Miss L. Howard and Miss N. Craven.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via Usual Ports of Call	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	—	JARDINE MATHESON & Co., Ltd.	On 2nd April.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 3rd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ARLERS	Ger. str.	1. w.	Gronan	HAMBURG-AMERICA LINE	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ALMADIA	Ger. str.	1. w.	Luening	HAMBURG-AMERICA LINE	On 31st May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELEGRA	Ger. str.	1. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 11th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	C. FRIEDLANS	Ger. str.	1. w.	Selmer	HAMBURG-AMERICA LINE	On 10th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 10th April at D'light.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SABORIN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 29th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	—	Koiste	HAMBURG-AMERICA LINE	On 27th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 10th April, at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SANUKI MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th April, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CANADA MARU	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 30th inst. at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	AUSTRIA	Aus. str.	—	—	SANDER, WHEELER & Co.	On 2nd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KOENIG	Aus. str.	—	—	SANDER, WHEELER & Co.	On 19th April, at 5 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	INDHABANA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 2nd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HYROULES	Brit. str.	—	Kesley	THE BANK LINE LTD.	On 11th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	—	THE BANK LINE LTD.	To-morrow.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 20th April, at 7 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SHINTO MARU	Jap. str.	—	H. S. Smith	CANADIAN PACIFIC R. Co.	On 1st June, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 23rd April, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KORBA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 2nd April, at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 6th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KYUANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th April, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHINA	Aus. str.	—	—	SANDER, WHEELER & Co.	On 30th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HUTCH MARU	Brit. str.	—	R. R. O'Sullivan	JARDINE, MATHESON & Co., Ltd.	On 1st April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PRINZ WALDEMAR	Ger. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 2nd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DUO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th April, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TEIKOWONG	Dut. str.	—	Van D. J. J. J.	OTO KISEN KAISHA	On 9th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CHONGSHING	Brit. str.	—	V. D. J. J. J.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	V. D. J. J. J.	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Spencer Wilde	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst. at D'light.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	T. Sato	BUTTERFIELD & SWIRE	On 1st April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Henson	NIPPON YUSEN KAISHA	To-day.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	E. P. Martin, R.M.S.	P. & O. S. N. Co.	To-morrow, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	C. R. Longdon R.M.S.	BUTTERFIELD & SWIRE	About 4th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Salmer	HAMBURG-AMERICA LINE	On 4th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 4th April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	C. C. Williams	SANDER, WHEELER & Co.	On 4th April, at 6 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Rooy	BUTTERFIELD & SWIRE	About 20th April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	—	OSAKA SHOSHIN KAISHA	On 3rd April, at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	—	OSAKA SHOSHIN KAISHA	To-day, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	—	OSAKA SHOSHIN KAISHA	On 31st inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	W. B. Baskley	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 29th inst. at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 27th inst. at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	J. S. Rosch	DOUGLAS LAFRAIR & Co.	On 31st inst. at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 4th April, at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Leask	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 2 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	M. C. Smith	SHAW, TOMES & Co.	On 1st April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	Siddons	BUTTERFIELD & SWIRE	On 2nd April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 6th April, at 2 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	S. A. Crosby	SHAW, TOMES & Co.	On 10th April, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	J. B. V. Damme John	JAVA-CHINA-JAPAN LINE	Quick despatch.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	J. T. T. T.	NIPPON YUSEN KAISHA	On 3rd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	C. J. Mattook	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 1st April, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	KUANG	Brit. str.	1 m.	E. de Catalano	MESSENGERS MARITIMES	To-day at 9 a.m.

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan, due at Hongkong from Rangoon on 30th Mar., at Daylight, will be despatched for YOKOHAMA and KOBE the 1st April, at 4 p.m., taking Cargo and Passengers at Current Rates. To be followed by S.S. "FUTALA," 4,152 tons, Capt. H. Childs.

## WESTWARD.

The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th March, 1912, at 4 p.m., followed by the S.S. "WARDHA" on 10th April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 26th March, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 2nd April.
LONDON, ROTTERDAM & ANTWERP	"FLINTSHIRE"	On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

\* Does not take Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 22nd March, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
SINGAPORE	"CHUNSHANG"	Wed., 27th Mar., Noon.
TIENTSIN	"CHONGSHING"	Saturday, 30th Mar., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Saturday, 30th Mar., 2 p.m.
MANILA	"LOONGSANG"	Saturday, 30th Mar., 2 p.m.
SHANGHAI	"HANGSANG"	Sunday, 31st Mar., D'light.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 1st April, Noon.
MANILA	"YUENSANG"	Saturday, 6th April, 2 p.m.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yagstse Ports, Tsingtau, Weihaiwei, Chafoo Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 27th March, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VAI JOUVER AND

## THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPERESS OF INDIA" SAT., 20th Apr.	"EMPERESS OF IRELAND" Fri., 17th May.
"EMPERESS OF JAPAN" SAT., 11th May.	"ALLEN LINE" Fri., 7th June.
"MONTEAGLE" SAT., 1st June.	"EMPERESS OF BRITAIN" Fri., 28th June.
"EMPERESS OF INDIA" SAT., 22nd June.	"ALLEN LINE" Fri., 19th July.

Steamships leave HONGKONG at 7 a.m.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, via Canada, Atlantic Ports or New York £71.10

Intermediate on Steamship "Monteagle" £243.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or other Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

## TAKOO DOCKYARD &amp; ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

## BUTTERFIELD &amp; SWIRE,

HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"DEVANHA."

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th March, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 28th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	DEYANHA	Noon, 30th Mar.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 3rd April.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 4th April.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th March, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINESE"	On 28th Mar., 4 P.M.
AMOI and SHANGHAI	"LUCHOW"	On 28th Mar., 4 P.M.
TSINGTAO, CHEFOO & NEWHANG	"KIUKIANG"	On 29th Mar., 4 P.M.
SHANGHAI	"ANHUI"	On 30th Mar., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st Apr., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 2nd Apr., 4 P.M.
SHANGHAI	"CHENAN"	On 4th Apr., 4 P.M.
SHANGHAI	"LINAN"	On 6th Apr., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon in carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINESE" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS

Hongkong, 26th March, 1912.

# HAMBURG-AMERIKA LINIE

## DEUTSCHE DAMPSCHIFFFAHRTS-GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, also Black Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

(For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. C. FERD. LAEISZ	6th April.
S.S. SITHONIA	20th April.
S.S. SLAVONIA	30th April.
S.S. BAYERN	5th May.

For Further Particulars apply to—

### HOMeward.

For HAVRE & HAMBURG:	S.S. BELGIA	11th April.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SAHSEN	29th April.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AELIUS	5th May.
For HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	10th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	27th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	31st May.

For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 27th March, 1912.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

## MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "KOEBER", 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA", 7,900 tons, will leave as above on 19th May, 1912.

TO SHANGHAI

S.S. "KOEBER", 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tip, no inside Canteen, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## MONTHLY ORDINARY SERVICE.

S.S. "CHINA", 11,800 tons, will leave for YOKOHAMA and KOBE via SHANGHAI on 30th March, at Noon.

S.S. "AUSTRIA", 14,000 tons, will leave for TRIESTE, Fiume and Venice via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 2nd April.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

## ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER &amp; Co., Agents,

Hongkong, 27th March, 1912.

Princes' Building.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. W. C. Passmore	WEDNESDAY, 27th Mar., at 11 A.M.
"HAIYANG"	Capt. J. S. Roach	SUNDAY, 31st Mar., at 10 A.M.
"HAIYANG"	Capt. J. W. Evans	THURSDAY, 4th Apr., at 11 A.M.

## For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 29th Mar., at 11 A.M.
		TUESDAY, 2nd Apr., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAPEAUX & Co., GENERAL MANAGERS.

Hongkong, 27th March, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU and TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

## "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

### SAN FRANCISCO LINE—

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

### SOUTH AMERICA LINE—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. and TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. and TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Most adapted rooms for carrying Silk, Fur and Pearls. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOI	"KALJO MARU"	WED'DAY, 27th Mar., at Noon.
TAMSUI via SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 31st Mar., at Noon.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WED'DAY, 3rd April, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-773

S. HIROI, MANAGER

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 27th MAR., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
STEAMER	TONS	STEAMER	TONS	DATE
DEVANHA	8000	MOLDAVIA	11000	April 27
DELTA	8000	MALWA	12500	May 11
ASSAYE	7500	MONGOLIA	10000	May 25
ORIENTAL	5284	MALWA	11000	June 8
DEVANHA	8000	CHINA	8000	June 22
DELTA	8000	MACEDONIA	10500	July 6
ARCADIA	7000	MOREA	11000	July 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 27.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
STEAMER	TONS	DATE
NUBIA	6000	April 17
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	7000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

## FARES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 27.12

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	KAGA MARU	7,000	WED'DAY, 10th Apr., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	SANUKI MARU	7,000	TUESDAY, 9th April, at Noon.
SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	AWA MARU	7,000	TUESDAY, 23rd April, at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 12th April, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU	6,000	FRIDAY, 10th May, at Noon.
	COLOMBO MARU	5,000	WED'DAY, 3rd April.
KOBE and YOKOHAMA	HITACHI MARU	7,000	THURSDAY, 26th Mar., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 10th Apr., at Noon.
SHANGHAI & KOBE	TOSA MARU	6,000	WED'DAY, 27th March.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only

## NEW LINE OF STEAMERS

BETWEEN

## KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"KIRIN MARU", 4,000 tons, Capt. Deguchi, On 28th March.

## 1912 PASSENGER SEASON 1912

### FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
MISHIMA MARU	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.

### FOR SEATTLE.

SANUKI MARU	7,000	...	April 9th.
AWA	7,000	T. Iizawa	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-15-41]



